written by Dr. D. Bryson Medical Record. Dr. n removed by the use of n in the selection of a d by the exercise of wisdom Properly used in suitable automobile may be a valuable

of the possibilities of danger struct it as to the best means of

tion to these precautions of a nature which each one using the fort of all would be greatly en-

y good country roads, kept in

sorthy cause. All things final verdict seems to be commends it in kindred direc d common sense, together with ms to sustain it."

matter of great human

easily forget in the exhibaration of

strange that protection of the breathing

satisfactory respirator, nor do I know

mentile clothing is that in addition need for eye, nose and throat pro-the body also should be looked are fully. The speed at which the experimental than the speed at the speed of the speed at the sp

only should the body be protected."

That the limbs should be carefully especially in open motors. A herwise warm, may be cut too low collar. The idea that undue except the neck and throat tends to continue parts in a popular fallace. n the parts is a popular fallacy as with the neck, so with the wishoes, unprotected ankles and rigs may quickly work disaster, of the head coverings used are.

Others are exceedingly bad, and safety being sacrificed to one, with no attempt to protect dithe face and neck. The subsper underclothing must also lived.

having selected the pro chauffeur as the person most show effects of continued motor-ared of four insurance comnether they made any special coking for troubles in the air in this type of risk. In spite of tions made earlier that the irrioke and dust and the high air must be injurious even oik. Dr. Delavan discovered as their observations have the present time none of them the to notice any special effect d the automobile upon the

seages companies states that while y rate is greater in these cases edinary drivers of vehicles. E to accident and not to disinvestigation. It makes or risk of illness to chaufems to accept only chauffeurs adding and temperate lives, was that any special risks of hich they may be subjected balanced by the non-use of ad by the life in the open air. mpany regards the chaufinferior as a risk and accepts at terms with others of his le A third agrees substan-le above. In the case of the any an excess rate of one-cent, was formerly charged Lately this excess has been and they are taken at the usual

mort, the medical departments of impanies, the largest and most im-in the country, have not found t chauffeurs are apparently more liable the serious respiratory diseases that reaten life than are coachmen."

Dr Delavan devotes much time to a consideration of the effects of continued motoring on persons suffering from various diseases of the air passages. His general conclusion appears to be that in

A MEDICAL VIEW OF THE AUTO such cases, great care should be taken be-

On another line the doctor writes: "In a paper recently presented in Philadelphia by Prof. James Tyson on the effect of the use of the automobile upon the heart, Prof. Tyson maintains that many cases of cardiac diseases are markedly benefited, the fresh air, moderate exercise, gentle stimulation of the circulation and proposed to the control of the circulation and proposed the proposed to the control of the circulation and proposed to the circulation and cir mental diversion having an excellent in

so, in properly relected cases of respiraand of the conditions under owing to improved expension and nu-

This is also to be found in Dr. Delavan's York and published Medel Record. Dr. is article: "Under cerain cases the in certain cases the circulation of the air, even in cold washing-ton: "The advantages of the open car are not to be ignored. The entire freedom of the circulation of the air, even in cold washings and in certain cases the expose himself to positive risks may sometimes be there are some who claim that they never take cold unless they ride in a closed car. Here, of course, the personal equation must settle the question.

in this connection attention should be called to the use of the wind shield. It is said that much greater immunity from respiratory troubles has been observed. being true, it is time that the subject had been duction of the wind shield affections of the ent to enable us to warn ear, the nasal sinuses and the air passages

Dr. Shuriy's name of "automobile face"
A concluding extract from the paper
is: "In estimating its effect upon the air
passages, therefore, the fact that the
automobile may be either open, protected
or enclosed must be considered. No
yehicle is more luxurious or indeed more m dirt and from the fine dust now allowed to remain after the matters have been removed. The enforcement of the laws automobile smoke in our cities same laws are enforced in the index are feeble or susceptible to the effect of cold than a high grade, well appointed, modern car. With the windows properly arranged draughts can be prevented, and even the temperature can, to some degree, be controlled.

s would much just criticism of the superscript distances without injury and with highly beneficial results. To the same person a long ride in an open silenced and many friends be or a partly protected car might be attended The authority of should use and then instruct him as to the ance thus far has not been able precaution necessary in his case.

Marine and Field Club Tourney Larned May Not Make Davis Cup Team.

Forty-four players began their matches Marine and Field Club yesterday. Two of with effect of the new means of other upon the physical welfare public," deals with the effects of effect of the automobile upon the upper issages. He warns in his paper is the dangers from long continued at high speed and also because arities there may be in the air. The speed at the case of the complete of the complete of the complete of the speed and also because at the case of the complete of the speed and also because at the case of the complete of the speed and also because at the case of the speed and also because at the case of the speed and also because at the speed and a speed and also because at the speed and a speed and also because at the speed and also because at

ites, "every conceivable appliance and hyenience is provided for him. This especially true of protections for the specially true of protections for the which are supplied by the shops great variety. In considering this, wever, it at once appeals to one as ange that protection of the breathing paratus against dust and severe winds ms to be neglected. I have searched any shops, but have never yet found anistance of the Davis international cup. His father, who is very old, objects to the long absence the trip would necessitate and while of the laws international cup. His father, who is very old, objects to the long absence the trip would necessitate. Three events, men's singles and doubles and mixed doubles, will be decided in the second round and finished the lead in the second so the counds was 16 mm to the second and third rounds in 24 minutes 18 seconds. Mulford's time for two rounds was 16 mm to the Westchester Association doubles champion doubles champion the bear and H. I. Roper of Felham Manfor 2 - 6, 6 - 2, 6 - 2, 6 - 4.

William A. Larience defeated druber to the the westchester Association doubles and Mulford's time for two rounds was 16 mm to the Seconds behind Mulford. The latter made the second and third rounds in 24 minutes 18 seconds. Mulford's time for two rounds was 16 mm to the Seconds behind Mulford. The latter made the second and third rounds in 24 minutes 18 seconds in 24 minutes 18 seconds the three rounds in 24 minutes 18 seconds. Mulford's time for two rounds was 16 mm to the Westchester Association doubles and Robertson and Living the Westchester Association doubles and

MULFORD DRIVES TO VICTORY IN STOCK CHASSES RACE.

tionals Finish Second and Third Respectively Winner Has No Trouble by the spectively Winner Has No Trouble by the specific of the race. Dawson's Marmon broke a connecting rod after finishing 22s will be specified by the specific of the specified by the specifi With Tires and Led From Early in the Contest Some Good Drivers Beaten.

tional car in 5 hours 4 minutes 10 9-100 sec-

board of the American Automobile Asso-

Continental

DEMOUNTABLE RIMS

AGAIN WIN

NEW WORLD'S RECORD

1st STEARNS, 1253 Miles 3rd HOUPT, 964 Miles

This excellent performance of "America's Best Pneumatic" is a repetition of the last 24 Hour Race, which was won on Continental Equipment

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AMONG THE AUTOMOBILISTS

PREPARING ROADS FOR VAN-DERBILT RACES.

Work on Nassau County Boads to Be Started To-morrow Ten Cars Entered for Vanderbilt Cup and Fourteen Are Named for Grand Prize.

held on October 1, and the contest for the Automobile Club of America's Grand Prize pected to be two of the greatest road races ever held in this country. Both of these races will be conducted under the auspices of the Motor Cups Holding Company and

the direction of Andrews Bros., who have prepared the circuits for previous Vanderbilt cup races. In compliance with

George Robertson, Benz Auto Import Company; Benz, Edward A. Hearne, Benz Auto Import Company, Benz, David Bruce-Brown, Benz Auto Import Company: Simplex, Leland A. Mitchell, Henry B. Harris; Alco, Harry F. Grant, American Locomo-tive Company: Pope-Hartford, driver not named, B C Fincke, Pope-Hartford, driver not named. National Motor Vehicle Com-

Motor Vehicle Company: Simplex, Ralph The Colt-Stratton Company has Vanderbilt cup race

Up to the present time fourteen high powered cars of American and European manufacture have been entered for the international racing drivers ever brought

W. S. Drummond, the organizer and former president of the New York Transportation Company, who is now engaged in the banking business in London and Paris, is now here negotiating for the French rights of the Twombly automobile system and removable power plant. He represents one of the largest automobile manufacturing companies of France, which wishes to secure the Twombly system rights for France, so as to use the removable power plant in its vehicles.

lows: First, Louis Wagner, First Automobile formany feat, the direction of Andrews Bros., who have prepared the circuits for previous vanderbilt cup races. In compliance with the theorem companies with the requests of several of the drivers who are to compete in the races, including Ralph for the surfaces of the summary to the surfaces of the summary to the surfaces of the summary with the surfaces of the summary to the surfaces of the summary to the surfaces of the sasau courty roads in the circuit in the possible. The Massau courty roads in the circuit is has been ordered and will be sprinkled where required at least ten days before the first practice morning for the Vanderbilt cup race, which will be expensible to the surfaces of the Nasau courty roads in the circuit is the possible transport of the surfaces of the Nasau courty roads in the circuit is the possible transport of the surfaces of the Nasau courty roads in the circuit is the possible transport of the surfaces of the Nasau courty roads in the circuit is supported to the surfaces of the Nasau courty roads in the circuit is a peen ordered and will be sprinkled where required at least ten days before the first practice morning for the Vanderbilt cup race which will be superbared to the curve of the club on September 24. The surface of the Nasau courty roads in the circuit is the possible transport of the transport of the club on September 24. The surface of the Nasau courty roads in the circuit is the possible transport of the vanderbilt cup race of the club on September 24. The surface of the Nasau courty roads in the circuit is the possible transport of the club on September 24. The surface of the Nasau courty roads in the circuit is the possible transport of the club on September 25. The club of the club on September 24. The court is the court of the club on September 24

What the New 24-Hour Record Means IT MEANS

¶THAT Stearns cars possess that reserve power which every motorist is seeking and which enables him to get away from the dust nuisance when he so desires.

THAT the breaking of the 24-Hour record on a mile track by 57 miles, maintaining an average speed of 52 1-5 miles per hour, in spite of the necessary stops for gas, oil, lights, tire and driver changes, places the Stearns far ahead of all automobiles which have thus far competed in such contests.

¶ THAT the most forcible lesson taught by this race is the wonderful endurance of the Stearns car, driven at a rate of speed in excess of the world's fastest express trains. The car used by us was borrowed by us from an owner the day

The 17 New World's Records Made by the Stearns are:

1253 Miles World's 24-Hour Record

On a mile track, averaging 52 1-5 miles per hour and eclipsing former mark 57 miles.

57 Miles—World's Record for Single Hour 1000 Mile World's Record-19 Hrs. 5 Min. 48 3-5 Sec. surpassing former mark by 1 Hr. 2 Min. 56 3-5 Sec.

These Performances Are Unparalleled In Automobile History

We wish to hereby acknowledge the excellent and consistent service rendered by CONTINENTAL TIRES AND DEMOUNTABLE RIMS throughout this race.

What a Few Leading Publishers Say

From the NEY YORK TELEGRAPH:
The winning Stearns proved its
right to the first prize by the manner
in which it went through the long
grind. The ease with which Patschke
and Poole drove the car brought out
a continuous round of applause from
the spectators. From the NEW YORK PRESS:

From the NEW YORK PRESS:

To the big crowd that saw the finish the result was not a surprise, as in the last 12 hours the Stearns was ahead of the record continually. In automobile racing annals it meant much, for the Stearns had added 57 miles more to the figures for 24 hours of continuous racing. It meant that for each of those hours the Stearns had made an average of slightly more than 52 1-5 miles, a remarkable proof of its endurance powers

From the NEW YORK TRIBUNE:

Each hour the Stearns car added to its gain above the record. It was an astonishing performance, after being behind the record in the earlier hours of the race. Patschke said:

"I am not at all tired, and the track | is excellent, and the whole 24 hours has been a joy ride. We have had no trouble with the car of any kind." From the NEW YORK EVENING MAIL

Motorists are still discussing the excellent performance of the Steams. It won the race by a clear margin of 75 miles. "Al" Poole and Cyrus Patschke could have increased their mileage had they been pushed to hold first place in the latter half of the race.

From the BROOKLYN STANDARD-UNION: The Stearns car held the lead throughout. Both Poole and Patschke drove faultlessly and were given an ovation at the finish.

From the NEW YORK EVENING GLOBE:

Automobile racing history was made at the "twice-around-the-clock" race. The hard, consistent effort of the wincing drivers, Patechke and Poole, was a revelation. The Stearns main-

tained an average hourly mileage of 52 1-5 miles, and eclipsed the scores of all fereign and American cars which ever competed in 24-hour contests.

From the NEW YORK WORLD: With Patschke and Poole driving, the Stearns held its lead gained early in the race despite the efforts of the tired drivers in the other cars to cut

From the BROOKLYN EAGLE: Winning almost as he pleased, after a great display of daring driving by himself and his team mate, Cyrus Patschke, "Al" Boole last night had the distinction of piloting the Steams in the final dash across the line at the Brighton Beach track, and of principle to a conclusion a sensational bringing to a conclusion a sensationa

From the NEW YORK HERALD: The performance of the Stearns was a remarkable one. The way the car was handled by Cyrus Patschke and "Al" Poole was a revelation in 24-hour driving.

Ready For Immediate Delivery

Duplicates of the winning car with either Runabout or Touring bodies. Also a few used Stearns cars-1968, 1999 & 1918

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